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NEW PREPARATION FOR PROTECTING BOILERS -- Leningradskaya Pravda, No 180, 2 Aug 49

The chemical and technical laboratory of the Leningrad Railroad System has perfected a preparation to protect boiler installations from scale deposits, which cause overburning of fuel and premature metal wear. The preparation, which will be used to clean the surfaces of locomotive boilers, where scale deposits form on the caps of the superheater elements and stop up the steam tubes, is much superior to the American Exite antiscaling preparation, which was found to cause corrosion of the metal.

Use of the new compound in the Leningrad-Vorshavskiy and Leningrad-Baltiyskiy locomotive depots resulted in fuel savings of 1,300 tons in 3 months.

RR SIGNALING NEEDS IMPROVEMENT -- Zvezda, No 108, 9 Sep 49

There is still much to be done to improve signaling on USSR railroads. Light signals are widely used and are generally satisfactory, except that in sunny weather they are difficult to distinguish, especially on curves. Searchlight signals are better, being more visible even under poor atmospheric conditions (dust, smoke). However, their quality would be improved if they were equipped with light filters allowing more light to pass through and with a new type of krypton bulb. These improvements would permit savings of power of 40-50 percent and at the same time would increase the strength of the light. The filters have been perfected and adopted in many places, but production of the bulbs has not yet been mastered by the Moscow Electric Light Bulb Plant.

Several years ago the All-Union Scientific-Research Institute suggested special colored and colorless lenses for semaphores and train taillights. The lenses improved kerosene lanterns considerably, but the lanterns are made in a haphazard fashion. The switch indicators made this year by the Lyubertskiy Electrical Engineering Equipment Plant have the receiver of the kerosene burner set 10-15 millimeters too low. The indicators made by the Moscow Signaling Accessories Plant have the receivers set 10-15 millimeters too high. As a result the flame does not fall through the focus of the lens, and the lantern in the first case gives light at the top, and in the second case, at the bottom. All plants making signaling equipment are guilty in that they do not test their products.

Faulty maintenance of kerosene lamps is another cause of trouble. Cases of improper installation of the lens, irregular cleaning, utilization of haphazard types of burners instead of the required ones and improper regulation of the flame are frequent occurrences.

The Ministry of Transportation has given some attention to the development of new types of equipment, but this in no way means that kerosene lamps will be discarded.

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